General News Summary.

— Twenty-nine young doctors were graduated at the Charleston Medical College Saturday, 5th inst.
— In the Whittaker trial, lately, an expert astonished the court by tieing himself as Whittaker was tied.

- At a terrible explosion in a Wyoming mine, 3d instant, 20 dead Chinamen have been recovered from the mine.

- The Duke of Sutherland and his son will visit this country this summer; arriving in April and returning home in August.

— Henry Tilden said, a day or to ago, that his brother—Samuel J. Tilden—predicts for Garfield the stormiest term

- Gen. Garfield, at his inauguration occupied the chair from which Washing-ton arose to take the oath of Presidential

on record.

THE PUBLIC HIGHWAYS.

An Abstract of the Statutes of South Car-olina Relating to Roads and Bridges.

John S. Verner, Esq., in Keowee Courier. THE DUTIES AND POWERS OF COUNTY COMMISSIONERS,

Article 4, Section 19, of the Constitu-tion of South Carolina, gives the County Commissioners jurisdiction over High-ways, Roads and Bridges.

way, Roads and Bridges.

HIGHWAYS AND ROADS.

They have power to open new, public roads and to discontinue old ones. In order to open a new public road they are required to appoint Special Commissioners are allowed 32 per day and miletage five cents per miletone on the settlement through which the intended road is to pass. For such work Special Commissioners are allowed 32 per day and miletage five cents per miletone on the settlement through which the intended road is to pass. For such work Special Commissioners are allowed 33 per day and miletage five cents per miletone on the settlement through which the intended road is to pass. For such work Special Commissioners, are allowed 33 per day and miletage five cents per miletone on the settlement through which the intended road is to pass. For such work Special Commissioners, in the district for which he was appointed. The Superintendents, by reach of their office, are exempt from road duty. He district for which he was appointed. The Superintendents is district.

The right of appeal lies in the cicision of Special Commissioners, in the same manner and with like authority; as is allowed by law from the acts of County Commissioners and ordered worked as other roads. Section 22 and 3, Chapter 44, Revised Statutes.

In order to discontinue any public highway the Commissioners must give three months' public notice in the settlement through which the road to be discontinued passes; Provided, That no objection is made, they can thereafter discontinued passes; Provided, That no objection is made, they can thereafter discontinued passes; Provided, That no objection is made, they can thereafter discontinued passes; Provided, That no band can be worked more than two powers and the road to be discontinued passes; Provided, That no objection is made, they can thereafter discontinued passes; Provided, That no objection is made, they can thereafter discontinued passes; Provided, That no objection is made, they can thereafter discontinued passes; Provided, That no objection is HIGHWAYS AND ROADS.

district.

For each of these districts the County Commissioners annually appoint one Superintendent to serve one year from date of his appointment. The person appointed Superintendent must be liable to road duty and a resident of the district for which he is appointed. The Superintendent has general supervision of the roads and highways in his district under the direction of the Commissioners. The Commissioners have power to remove Superintendents. Act December 24th, 1879.

Superintendents. Act December 24th, 1879.

Rosds leading from any part of the State directly to Charleston, Georgetown, Columbia, Camden, Hamburg and Cheraw are to be made and cleared thirty feet wide by Commissioners. All other public roads are to be kept twenty feet wide. Section 5, Chapter 44, Revised Statutes. Public roads in each highway district shall be posted and numbered, and at each fork of said roads a pointer must be placed, declaring the direction of each road. Section 6, Chapter 44, Revised Statutes. By Act of March 13th, 1872, page 215, any failure upon the part of Commissioners to post, number and place pointers, as directed, is regarded a misdemeanor, and upon conviction they are subject to a fine not exceeding \$500, and imprisonment not exceeding \$500, and imprisonment not exceeding \$500, and imprisonment not hey are tried. In the counties comprising James' Island, John's Island, Wadmalaw, Edisto, St. Helena, Lady's Island and Hilton Head, the Commissioners have power to permit persons over whose lands public roads run to erect gates th teon. Such permission expires at the expiration of two years if not renewed. Section 13, Chap-In the counties comprising James' Island, John's Island, Wadmalaw, Edisto, St. Helena, Lady's Island and Hilton Head, the Commissioners have power to permit persons over whose lands public roads run to erect gates the teon. Such permission expiras at the expiration of two years if not renewed. Section 13, Chapter 44, Revised Statutes. If corporate authorities of towns, villages and cities neglect or refuse to keep in repair the highways and street in their respective towns, &c., the County Commissioners towns, &c., the County Commissioners have power to order out persons liable to road duty in said town, &c., to repair the same. Section 17, Chapter 44, Revised

The County Commissioners of Charleston County have power to appoint five
District Superintendents of Roads, whose
duty it shall be to take charge of all
roads and to exercise jurisdiction over
bridges not exceeding fifteen feet in
length in their respective districts. District Superintendents appoint overseers,
who assist them in repairing the roads.
Bridges exceeding one hundred dollars in
value are to be let out by contract as provided by law; when they do not exceed
that amount they are let out by the Disthat amount they are let out by the Dis-trict Superintendent in whose bounds the bridge is located at private contract. It is the duty of Commissioners to exercise general supervision over the roads in said county. Act December 24, 1878, Page 772.

Bridges are to be built and repaired under the supervision of the County Commissioners. If the work to be done on old or new bridges exceed one hun-dred dollars then it is to be performed by contract, with the largest responsible contract, with the lowest responsible bidder; when it does not exceed that bidder; when it does not exceed that amount the Commissioners have power to let out the work at private contract. When the work exceeds one hundred dollars the Commissioners shall give fifteen days notice in the county paper and in writing duly posted in the neighborhood in which such work is to be performed giving notice that the Commissioners and in which such work is to be performed giving notice that the Commissioners are such as the commissioners and the commissioners are such as the commissioners have power to let out the commissioners are such as the commissioners have power to let out the contract. formed, giving notice that the Commis-sioner of the section in which such work is to be performed will be at such a place, on such a day and hour, with suitable specifications, to let out such work to the lowest bidder, and to take from the successful bidder sufficient bond for the caseful bidder sufficient bond for the lowest bidder, and to take from the successful bidder sufficient bond for the lowest bidder, and to take from the successful bidder sufficient bond for the lowest bidder, and to take from the successful bidder sufficient bond for the lowest bidder, and to take from the successful bidder sufficient bond for the lowest bidder sufficient bidd

which has been carried away or destroyed, it shall be the duty of the Boards of the counties to do the same as aforesaid. Act amendatory to Chapter 45, Revised Statutes; Section 12, Volume 15, General Statutes, Page 784, Volume 15, General Statutes, Page 215. March 15th, 1872.

If any person receive injury from any defect in causeway, highway or bridge, they have right of action against the county in which such injury occurs. The Commissioners in such cases are required to tender an amount sufficient to cover the injury sustained. If the person injured refuses to receive the amount so offered and does not recover a larger

amount than that tendered by the Com- who shall remove from one county to an-

in the discretion of the Judge before whom they are tried. Act 19th March, 1874, Section 7, Volume 15, Page 785, of the General Statutes,

year.
Roads along the line of highway districts are to be divided into sections and worked by such hands of either district as the Superintendents of such adjoining districts may direct.

The Superintendent must cause his overseer to look after and repair all bridges in their several districts that can bridges in their several districts that can be conveniently repaired by road hands. If bridges cannot be conveniently repaired by road hands, then the Superintendent must report the same to the Commissioners, to be let out by them according to law.

If the Superintendent neglects to work roads in his district when ordered by Commissioners, he shall be deemed guilty of a misdemeanor, and, on conviction before a Trial Justice, he shall be fined not less than ten or more than fifty

Overseers have full power to cut down and make use of any timber, wood, earth or stones in or near the roads, bridges or or stones in or near the roads, bridges or causeway, for the purpose of repairing the same, when necessary. They shall not, however, cut rail timber, shade trees, &c., or take stones from cultivated fields without the consent of the owners. If pay is demanded for such timber, &c., he shall now for the same. Volume 15. shall pay for the same. Volume 15, Statutes, Page 785, Section 10, Act March

They shall allow a man working one day and furnishing a horse, plow or cart, two days' labor, and one working for himself one day and furnishing a wagon and two horses, mules or oxen three days' labor. Volume 15, Statutes, Page 682, Section 7, Act March 19, 1874.

DUTIES OF WARNERS. The warner receives his appointment from the overseer. He is required to give every person liable to road duty twelve hours' notice of the day and hour

and the place where he is required to meet to begin the work. Act December 24th, 1879. For such services the warner is exempt lve days from road duty. Volume 15, Statutes, Page 956, Act March 24, 1875,

PERSONS LIABLE TO ROAD DUTY. All able-bodied male persons, between sixteen and fifty years, are liable to road duty, except inhisters of the Gospel, trustees and teachers of schools and col-

amount than that tendered by the Commissionors, then he shall pay the costs of the Defendant. Act March 18th, 1874, Sections 6 and 7, Page 785, Volume 12, General Statutes.

Any neglect by Commissioners to repair bridges and highways, &c., is regarded as a misdemeanor, and upon conviction thereof, they are liable to a fine of not less than \$100 nor more than \$500, in the discretion of the Judge before whom they are tried. Act 19th March, 1874, Section 7, Volume 15, Page 785, of the General Statutes.

BUTIFS, FOWERS AND PRIVILEGES OF

PENALTIES FOR INJURING AND OB-STRUCTING HIGHWAYS, &C. Persons wilfully injuring any highway or any part thereof shall, upon convic-tion, be imprisoned not more than three months nor less than one month, and pay a fine not exceeding five hundred dollars a fine not exceeding five hundred dollars nor less than twenty dollars, at the discretion of the Judge before whom convicted. He shall also bear the expense of repairing the same. Any one obstructing the highway and refusing to remove the obstruction when requested so to do, shall be deemed guilty of a nuisance, and, upon conviction, shall be fined not more than ten nor less than two dollars, and shall pay the expenses of dollars, and shall pay the expenses of removing the said nuisance. Sections 15 and 16, Chapter 44, of the Revised

MIGHWAY SECTIONS.

Overseers are appointed by the Superintendent for each section, and they have too tool of the working of the section for which they are appointed. Act 1879.

It is the duty of the overseer to have persons liable to road duty warned out to work said roads, whenever ordered by the Superintendent. Act 1879.

If the overseer of the section for which he is appointed neglects to work the road in his section when ordered by the Superintendent having charge of such sections, he shall be guilty of a misdemeanor and be subject to a fine of not less than five or more than twenty dollars. Act

Statutes.

Employers of laborers are required, when requested, to give the overseers a list of the persons in his employ liable to road daty. Any refusal to comply with such request of the overseer is a misdemeanor, and the persons of eight such request of the overseer is a misdemeanor, and the persons of eight such request of the overseer is a misdemeanor, and the persons of laborers are required, when requested, to give the overseers a list of the persons in his employ liable to road daty. Any refusal to comply with such request of the overseer is a misdemeanor, and the persons of eight such request of the overseer is a misdemeanor, and the persons of eight such request of the overseers a list of the persons in his employ liable to road daty. Any refusal to comply with such request of the overseer is a misdemeanor, and the persons of eight such request of the overseer is a misdemeanor, and the persons of eight such request of the overseer is a misdemeanor, and the persons of eight such request of the overseers a list of the persons in his employ liable to road daty. Any refusal to comply with such request of the overseer is a misdemeanor, and the person so offending, upon conviction before a Trial Justice, shall pay a fine of ten dollars or be imprisoned ten days. Act of March late, and the persons of late, and the person so offending, upon conviction before a Trial Justice, shall pay a fine of ten dollars or be

against such person or persons who have altered the highway, in order to compel the parties offending to restore at their own expense the high road to its original course. Section 11, Chapter 44, Revised

Saved From an Avalanche.

Act approved March 19, 1874.

In warning men to work the public roads he shall make out a list for the warner, requiring him to give a notice to each person liable to road duty, the kind of a tool he shall use in working upon the roads. Volume 18, Statutes, Page 785. Section 10, Act March 19, 1874.

There are almost daily accounts received in this city of narrow escapes made by prospectors in the mountains from the terrible snowalides, more frequent this year than for many years previous, and Messrs. A. Lafave and Walter Sterrock, who reached this city yesterday, give a graphic description of their day, give a graphic description of their experience with one of the white monexperience with one of the white monsters well worth relating in print. These two gentlemen are interested in claims near the mount of the Holy Cross, and last Tuesday, while thoy were on their way, on snowshoes, from Holy Cross mountain to Red Cliff, they were struck by a snowslide under the following circumstances: They were descending the precipitous slope of French mountain, which is about 800 feet high, and when about 300 feet from the top of the cliff, which projects out from the summit of the mountain, they heard the strange, fearful, indescribable sound which foretells the coming of the avalanche. They were a short distance apart when they were a short distance apart when they heard the sound, and without stopping to look up or waste a moment in conjecture Lafave shouted to Sterrock to grasp a bush protruding through the sterrock bush protruding through the snow, at the same moment clutching with strong grip a sapling by which he was standing No man has ever yet described an ava No man has ever yet described an avalanche of snow. No imagination has ever conceived one. It is a monstrous, ghastly, terrible thing; literally death riding on a pale borse sweeping all before it with blind, swift rage. When these two men, standing on five feet of snow and shuddering with the awful fear which the bravest feel in the presence of impending death, grasped the slender bushes on which they celled to save them they felt that they were in the grasp of a power against which human strength and culming availed but little, and they closed their eyes and bowed their heads to await the shock. In an instant, like a bolt of lightning, the avalanche was leges, mombers of board of assessors. It leads to take from the successful bidder aufficient bond for the faithful performance of ins duty. When the work is done it shall be inspected by the Commissioner letting it out, whose duty it should be to report the result of his investigation to the full Board, who shall accept or reject the same, according as they may determine, whether or not the constructor has or has not complied with the terms of his contract.

If any budge over wares in this State, which constitute a boundary line between counties aball be necessary to be erected or repaired, in the manner aforesaid, each county bearing an equal altare of the expenses of incurred. And when any such bridge already exists, or shall be hereafter bulk, it shall be the duty of said, Commissioner to divide the same, by measurements from the center, and each Board shall be responsible for the good condition of the half next adjoining the county in which that becomes necessary to build a new bridge, or to entirely replace an old one when it becomes necessary to build a new bridge, or to entirely replace an old one which has been carried away or destroyed, it shall be the duty of the Boards of the counties to Chapter 45, Royleson and a summoned to see the function of office. And when it becomes necessary to build a new bridge, or to entirely replace an old one which has been carried away or destroyed, it shall be the duty of the Boards of the counties to Chapter 45, Royleson and the counties to do the same as aforesaid. Act amendatory to Chapter 45, Royleson and the counties to the control of the half next adjoining the county in which they exercise the function of office. And when it becomes necessary to build a new bridge, or to entirely replace an old one which has been carried away or destroyed, it shall be the duty of the Boards of the counties to do the same as aforesaid. Act amendatory to Chapter 45, Royleson and the counties to do the same as aforesaid. Act amendatory to Chapter 45, Royleson and the counties of th

the obstruction for which the person was summoned to assist in removing. 15th Statute, Page 784, Section 5, Act of 19th of Marc. 1874.

Persons liable to read duty may be relieved of such work by paying to the County Treasurer one dollar per day for every day he is required to work on the public roads. 15th Statute, Page 784, Section 9, Act of 19th of March, 1874. The amount so paid is to be applied by County Commissioners to the repair of the roads in the district in which such person resides. 15th Statute, Page 684, Section 9, Act of March 19th, 1874.

Any one having performed road duty, Any one having performed road duty, Still?

A FAMILY OF LAUGHERS. The Strange Malady Afflicting them-Inef-

The Strange Malady Afflicting them—Ineffective Attempts to Relieve them.

FRENCHTOWN, N. J., February 26.
Straight across the Delaware from here and back among the hills which run parallel with the river for many miles, lives a family concerning whom the strangest stories are told. The father and sons are farmers, and all live in a large, substantial house a few yards from the road to Doylestown. They are all chronic laugherers, having an affliction of the muscles of the mouth and throat which compels then to give vent to apparent merriment at stated intervals. The malady first appeared in the father about ten years ago. He was usually a very quiet man, enjoying fun, but manifesting his enjoyment without much noise. He was seated at the dinner table one day in the spring of the year, eating steadily and not engaging in any of the conversation which the other members of the family were carrying on. Suddenly, without any cause, ne burst into a loud fit of laughter, so extremely different from his accustomed laugh that all were attracted by it at once. When asked what was the reason for his sudden outburst he made no reply but continued his merriment. Some of the boys thought he had hysterics and pounded him on the back, but it did no the boys thought he had hysterics and pounded him on the back, but it did no

pounded him on the back, but it did no good. After a few moments he made motions for pencil and paper, and wrote that he was unable to control his risibles, and asked them to send for a doctor.

The rural physician came, but could give no remedy that stopped the laughter. Peal after peal of what sounded like the heartiest kind of fun came from him, and nothing would avail to prevent it. The doctor finally departed. The father continued laughing until about sundown, when he suddenly stopped and fell on the floor completely prostrated. He soon grew better, however, ate a hearty supper and spent the evening much as usual. No signs of a return of the the old trouble appearing, he went to bed and was soon No signs of a return of the the old trouble appearing, he went to bed and was soon fast asleep. Along about 2 o'clock in the morning, however, his wife was awakened by his laughter, and the same symptoms manifested themselves as on the afterneon previous. He kept it up until 7 o'clock, laughing loud and strong. At 7 o'clock the noise suddenly ceased and did not return again until dinner time. Thus it continued, recurring each day shortly after noon and in the night about 2 o'clock, and has ever since. As the week passed he grew so accustomed to the disease that he was caused very little inconvenience by it. He did not get inconvenience by it. He did not get tired out, as at first, and soon was able to tired out, as at first, and soon was able to go about his work—sowing seed and planting corn, digging vegetables and watering the cattle—while laughing immoderately. He could not talk while under one of the spells, but carried a slate and pencil around with him after the fashion of a deaf and dumb person.

The trouble was very regular in its coming and going, and only occasionally broke forth at unlooked for seasons. Once the old man was taken in church, just when the minister was exhorting his followers in the most solemn strains, and

just when the minister was exhorting his followers in the most solemn strains, and spoiled the effect of the discourse, besided disturbing the equilibrium of the clergyman. Another time he was found by one of his neighbors along the road, lying beneath a bag of flour, laughing at a terrific rate. He had been taken while driving home from the mill, and the suddenness of the sounds frightened the horse, causing it to run away and dump the man and part of his load out in the road. For eighteen months the father was the only one of the household afflicted with the malady. Several of them had with the malady. Several of them had complained from time to time of an inclination to join the father in the laugh, but them did so until nearly two years after he was taken, when Susie, the youngest child, suddenly burst into a similar fit during one of her father's attacks. From that time on she has laughed at about the same hours her father does. One by one the remaining members fell victims to the strange complaint, until three tims to the strange complaint, until three years ago there was but one left free, and that was Charles, the oldest son. His long exemption led him to believe he would escape the contagion. But he was mistaken, and it is said he had his first attack while petitioning for the hand of a Harrsiburg damsel. So frightened was the lady by the queer behavior of her suitor that she ran from the room, and it was weeks before the behavior of her suitor that she ran from the room, and it was weeks before the proper explanations could induce her to see him again. She is now one of the family here, escaping the malady, never minds the hideous chorus of laughter which twice a day resounds through the house or grounds. It is regarded as rather strange that none of the neighbors house or grounds. It is regarded as rather strange that none of the neighbors

rather strange that none of the neighbors should have caught the infection, but such is the case, although many of them mingle constantly with the family.

Everything possible has been done to alleviate or remove the malady, but without perceptible effect. Several eminent physicians from the leading cities have visited the home and grown interested in the case. They all confess the several many confess the several many all confess the several many confess the several the case. They all confess themselves baffled, and want one or two of the family baffled, and want one or two of the family to go to the city, where they can receive constant treatment. This they refuse to do. Their peculiar trouble, so noticeable and odd, has made them very sonsitive, and they will not travel where they will be subjected to public scrutiny and remark. They go to church or the store in the village close by, and attend social gatherings occasionally in the neighborhood in the evenings, but only among life-long friends. People within a radius of a few miles are so accustomed to the

The years of incessant laughter have told somewhat on the face of the family, but not so as to be very noticeable. There are scores of lines under the eyes and above the cheeks, caused by the and above the cheeks, caused by the drawing up of the skin. Then their mouths have become wider, and they keep them closed with difficulty. The most marked result of the disease, however, is in the voice. The entire family talk in the same tone, resembling as nearly as anything the voice of an alto singer. Males and females have the same inflecsian and intonation. Most of them have mare or less trouble with their eyes,

inhere or less trouble with their eyes, several have become very nearighted. The pupils having contracted and the entire eyeball is diminished in size. This is accounted for by the contraction of the eyes while laughing and the effort required in working or reading while undergoing at attack. Very little physical annoyance is caused the laughers. They read and write, sleep and work without any trouble. The only thing they seem unable to do while attacked is to eat, and that can be readily understood. Several grand-children have been born, and in all but one instance they were taken soon after birth with stated attacks at the same hours as their parents. Of course they do not laugh as the older ones do, but they crow and express all the signs of baby glee twice a day, and never cry while in that state.

A Terrible Tale of the Sea.

she was got off. By 10 o'clock on Friday morning, however, she again struck this time on Rockaway Shoals. She broke in two at once like a pipe stem. A sea of tremendous force was running, and although the crew were at first able to sustain themselves by cliuging to the wree which had found lodgment, the races constantly rose nigher with the tide and swept over them with ver-increasing fury. The unhappy men could see no land, so full was the air of vapor and flying water. Their position seemed fland, so full was the air of vapor and flying water. Their position seemed to them hopeless, Death to their eyes was in a short time inevitable; the agony of awaiting him was too great to bear; and the terrible rotion came into the head of the carpenter to anticipate his

head of the carpenter to anticipate his approach.

This poor fellow cried out, in Italian, "As I must die, I prefer to die this way," and he whipped his sailor's knife from the lanyard and slashed it across his throat. A moment after he fell into the sea. Then three of his companions did precisely the same thing. Each cut his throat and pitched headlong after into the seething waves. The ten men who were left—it is the one survivor who tells the story—become, in their desprir, like maniacs. They raved, cursed and prayed by turns. "Drink! drink!" cried the captain, "for we all must die." He gave them whickey and all drank their fil. Scarcely had the last man done so when a wave huger and more furious than any that had gone before came crushing down on the after part of the fated ship to which the crew were clinging, and all who remained of the living freight of the Ajace were swept into oblivion.

All, that is, save one man whose name in Pietro Sala, and who, wonderful to tell, has lived to tell the story. Sala managed to keep his grip on a fragment of the ship's cabin at the moment of the final catastrophe. Just before this the wreck had been descried from the life saving station whose headqualers are near the Oriental Hotel. In a trice Capt. Bebensee and six brave oarsmen were in a lifeboat and making a superb struggle to force her through the clambering surf. Twenty times the boat disappeared from the sight of the straining eyes that were watching it from the shore. It was in the hollows of the waves. The sea poured over the rowers in torrents, and as they pulled they were up to their way to the shoals in safety. They brought Pietro Sala in safety to the shore. And had his sbipmates held out they would have been rescued also.

There were many wrecks on this Friday morning—so fatally dismal in some places, so jevous and memorable in others—along the coast, but none attended by events so frightful as this. In truth, we recall in none of the published annals of "Shipwrecks and Disasters at Sea" an episode more t

pressive than the self-slaughter in the agony of their despair of the crew of the Ajace. The tale is still furthur noteworthy in that it exemplifies with striking force the wisdom in all perilous situations of holding out to the last, and proves with an eloquence which words alone can never bear that while there is life there is here.

The Mechanics of Carolina.

At the eighty-seventh anniversary sup-per of the Charleston Mechanics' Society, the President, R. C. Barkley, Esq., called upon Judge Mackey, one of the guests, to respond to the following toast: "The Mechanics of South Carolina— May the bonest arm of industrials."

May the honest arm of industry never be crushed by the iron hand of oppres-sion." Judge Mackey, after paying a touching tribute to the memory of the late Archibald Cameron, by whom he had been trained as a machinist, said:

The mechanics of Charleston have not been unknown in the mechanics of Charleston have not been unknown in the contract of the co

The mechanics of Charleston have not been unknown in those pages of aistory which record the most honorable achievements of the people of South Carolina. In 1764, with a British garrison occupying Charleston under the flag of old England, that power that held in its hands the credit of the world and whose ships were avery known and the credit of the world and whose ships were avery known and the credit of the world and whose ships were credit of the world and whose ships were sweeping in triumph over every known water, a body of twenty-one mechanics assembled in Hampstead and there first proclaimed to the world, twelve years before the Declaration of Independence at Philadelphia, that South Carolina had the right to be afree and sovereign State and the resolution conveying this sentiment was read by William Johnson, one of the founders of your society. And on his right was Nathaniel Lebby, the boat builder, the man who in after years aided in laying the keel of the first frigate for the navy of the United States, the John Adams. I recall the fact that the first locomotive which was used in the transportation of of a few miles are so accustomed to the thing that they never mind or mention it. Consequently very few people outside of the immediate vicinity, and the physicians who have attended them, are cognizant of who have attended them, are cognizant of the united states, the John Adams. I recall the fact that the first locomotive which was used in the transportation of passengers on the railreads was built by a Charleston mechanic in 1829; the six wheel truck now used on all the rail-roads in the United States was also the invention of a Charleston mechanic, and the first rifle gun was constructed under the supervision and direction of Archibald Cameron. These are honorable memo-ries for the Charleston mechanics to reries for the Charleston mechanics to recall. He has been a prominent figure in
every scene that should stimulate the
honorable pride of Carolinians. In peace
he has served to build up the prosperity
of this people by his useful and beneficent industry, and in war he has marked
by his dead body the line of the heaviest
firing, with the red wound upon his
breast as his only decoration of honor.
An old poet has said:

"The great Almighty Architect
Who fashioned out the earth
Has stamped his seal of sanction
On labor from its birth.
And every opening flower
That blushes from the sod
Proclaims the Master-Builders—
The handlwork of God.
'Tis toll that over nature
Gives man his chief control,
And purifies and strengthens
The temple of the soul;
It drives out foul diseases
With all their ghastly train,
Puts from in the muscle

Puts iron in the muscle And crystal in the brain. Then honor to our workmen.
The hardy sons of toil,
The monarchs of the workinop,
The heroes of the soil."

In conclusion the Jadge offered a ser of politics entirely. I am only a plain
Massachusetts lawyer."

I am only a plain
gilence.

CAUGHT IN A BLIZZARD.

A Prairie Experience-The Peculiar Storm for Which the West is Note l.

I had ridden on at a sharp trot for two or three hours, and had jumped off to tighten a girth, when, looking to the north. I saw a wall of white sweeping over the dark ground like a bank of cloud. Everything it touched was shut off in an instant. The great white curtain moved across the divide like the wind. There was an need to look twice, for I knew that it was the skirmish line of a snow-storm, and that there was only one chance for me. Snatching out my pocket compass, I laid it on the ground to stoady it, and then looked for something to lay a course to. to lay a course to.

to lay a course to.

Away to the southerst was a "streak" of timber. Timber meant houses and settlers and shelter. I had hardly time to note the exact point of the compass where it lay before I was shut in by the hinding drift. The snow was fine and irven in whirling sheets by the wind. It cut and stung my face like needles. For a few minutes I had to draw the cape of pay overcoat over my head and crouch down behind Dick. The driving wind loaded with powdery snow would take one's breath away in an instant. But hard as it was to face the storm, I knew it would not do to stand still long, for the wind was chilling me fast.

At first it was nothing but a whirling, choking mass of blinding snow through which I could not see ten yards, but with the bridle-rein over one aim I started forward on a dogstrat.

which I could not see ten yards, but with the bridle-rein over one arm I started forward on a dog-trot. It was rough work, for the ground was frozen and I stumbled over every little bump and hummock of earth. But it helped shake off the terrible chill and numbness that

was settling over me.

A mile or so of this bard work tired

was settling over me.

A mile or so of this hard work tired me out. Besides, I was all the time losing my direction, for there was nothing by which to lay a course. At times there would be a slight hall, then I could see two or three hundred yards ahead, but the next moment I would be gasping for breath in a snow-laden gust that would hide the ground I stood on.

Looking at the compass in one of the frequent stops, I noticed that the wind was blowing nearly in the direction I wanted to go. Desperate enough to take it as a guide, I climbed into the saddle and gave Dick the rein. He broke into a run, taking me straight before the wind. Bewildering enough it was though when the cutting blasts came from four sides at once. Often I would rein up and look at the compass to make sure of my route, for the strip of timber I had seen was small enough to be easily missed. Chilted and benumbed would slip to the ground and run a few hundred yards to warm up, and then remount and ride on headlong and blindly Night would come all the sooner that there was no chance of living through it unsheltered. It was growing colder every hour, and it was only a question of how long I could keep moving. There was not even the poor chance of lying down and letting the anow cover one, for the wind swept the frozen ground in the saddle and blinded by a whirling in the saddle

clear as fast as it fell.

It was while riding crouched forward in the saddle and blinded by a whirling snow-bank that I felt something brush past my knee. It was the branch of a scrub oak in the edge of the woods. I had ridden blindly, but well.

Now to find cover, for I knew there must be a house of some kind not far away. I rode straight into the woods for a short distance and came out on the edge of a lake, or what seemed to be one.

edge of a lake, or what seemed to be one.
Keeping along near the shore, I looked
for a road. The belt of the woods broke
the force of the wind, but the snow was sifting down in clouds, and under the trees it was already getting dark. I must make good use of the little daylight left. Dismounting I led Dick among the trees looking for any opening that would show where a road was cut through or a clearing med of the street of th ing made. There was not even the poor consolation of tripping over a stump. Suddenly I bumped against something breat his It.

breast high. It was "post and pole" fence made of posts set eight feet apart with poplar pole nailed on instead of boards. It meant that I was within a stone's throw of a house. A few yards brought me to a haystack and a little clearing. Stumbling about, half dazed by the cold and storm, I found a log cabin, and gave the door a kick with my heavy boot. It opened instantly, and a brawny, bearded man pulled me in and shut it, and without wasting a word looked over me to see if I was frostbitten anywhere.

Luckily I was not, and a few minutes was enough to thaw the ice from my face and let me find out that I was in the cabin of a Wisconsin settler on the shore of Swan Lake.

It would hardly interest the reader to hear how I spent the next week. I know

of Swan Lake.

It would hardly interest the reader to hear how I spent the next week. I know that for three days we only stirred out of the house to go to the stables three times a day to feed and water the horses and cattle and there was the stable of the horses and cattle and there was the stable of the horses and cattle and there was the stable of the horses and cattle and there was the stable of the horses and cattle and there was the stable of the horses and the horses are the stable of the horses and the stable of the horses are the stable of the horses and the stable of the horses and the stable of the horses are the horses and the stable of the horses and the stable of the horses are the horses and the stable of the horses are the horses are the horses a day to feed and water the horses and cattle, and then only to find the blizzard raging in full vigor. I know, too, that before it was possible to travel again I had finished all the reading matter to be had, consisting of an old file of the Weekly Tribune, and in sheer desperation commenced on the advertisements.

A TRUTHFUL MAN .- A flat-footed old-fashioned Western merchant, hailing from a country store in Michigan, was buying stock in New York, and the firm

buying stock in New York, and the firm took advantage of the occasion to make inquiries concerning their customers around him. When they asked about Smith of Cashville, he replied:

"Smith! Yes, he's in trade yet, but he's just married a second wife and she's going through his wealth like saltpeter. He'll fail in less'n six months."

"How about Jones, of your town?"

"Jones! Well Jones is negging along "Jones! Well Jones is pegging along after the old style, and he's bought him a

bicycle, and everybody says he'll go to the wall in a year."
"And Brown & Son—are they all "Brown and Son? Wall, they may keep along till spring, but I doubt it. Old Brown has got so nigh-sighted that he can't tell a sheep pelt from a coon skin, and the boy is dead struck on a widow women.

widow woman who never wears anything less than \$6 stockings."
"But Davis is doing a good trade isn't "Davis! Wall, pooty fair, but he won't last. He rented the upper part of his store to a Chicago milliner and she broke

"You musn't smoke here," at once said the old gentleman.
"I know that," replied Scrubbs. Hen calmly filled his pipe.
"Did I not tell you," said the o.g. again, "that you can't smoke here?"
"I know that," gloomily replied up two families and caned a preacher. Everybody blames Davis, and his anles last week only footed up a pound of sal-eratus and a washboard." eratus and a washboard."

"Well, you are the only customer out there, and, of course you are all right."

"Me! Wall, I'm all right just now, but things may change. My wife belongs to three literary societies and is the big toad at church festivals, while I've bought a 2.40 trotter and learned to play old sledge. You needn't be surprised any day to hear that I've been busted from garret to cellar; so clean that creditors can't find enough dry goods to wine

and sledge. You needn't be surprised my day to hear that I've been busted rom garret to cellar; so clean that creditors can't find enough dry goods to wipe aboby's nose on."

A Judge's position is a trying one, that other, and another; the stench was awful, the smoke suffocating. The o. g., coughing and spluttering, stringgled for words. "You'd better smoke," said he.

"I know that," replied Scrubbs, applaying the blazing fusee to the expectant pipe. itors can't find enough dry goods to wipe a baby's nose on."

credit system.

Snow 100 Feet Deep.

Fifty-five degrees below zero! This was what a traveler experienced who arrived in this city yesterday from Helens, afontana, "in search of a climate." The wind blew so terrificably after he left Halena on the way to Bozeman, Montana, that there way to Bozeman, Montana, that there was no snow in the valleys.

They were about the way to Bozeman when the west Wa'area. Halene on the way to Bozeman, Montana, that there was no snow it the valleys. They were absolutely as bare as though the congealed liquid had never fallen there, and consequently the mail was carried on wheels, which it generally is, all the year, for the same reason. But wherever there was a "divide" or ridge the snow had accumulate to a wonderful height, being in some and the state of the snow had accumulated to a wonderful height in some and the state of the snow had accumulated to a wonderful height in some and the snow had accumulated to a wonderful height in some and the snow had accumulated to a wonderful height in some and the snow had a scenarious the snow that the snow had a snow that the snow had a snow that the snow that the snow had a snow that the snow that the snow that the snow had a snow that the snow that t the West Wateree.

— Scoator Gorman, of Maryland, was once a page in the chamber where 1 and now sits as Senator.

wherever there was a "divide" or ridge the snow had accumulate to a wonderful height, being in some p' as from twenty to sixty feet deep. Bome said the greatest depth of it was fully a hundred.

Crossing the Rocky Mountains, from Bozeman into the Yellowstone Valley, was both tedious and painful. The snow was so deep and the wind blew so strongly no one could proceed against the latter with bar face. The horses attached to the Ligh were several times compelled to stop until they acted as though they never could be urged forward again, but when a lull came, progress was resumed, and thus, little by little, the valley was reached at last. It was found to be almost bare of snow. This had gone on an excursion, before the high winds, to the top of almost the loftiest peaks. Notwithstanding the old and terrific wind, a venturesome party of tourists explorers had gone up a gulch with the intention of "carving their way" through the snow to the geysers and Yellowstone Lake.

The ground in the vicinity of the geysers and about the lake is quite bare, even in winter, owing to the warmth imparted to the ground by the incessant internal fires underneath.

The trip down the Yellowstone Valley, to where the crossing is made to go up to Fort Custer would have been pleasant, notwithstanding the extreme cold, had it not been for the great force of the wind which blew up the valley: this was so great it carried a great d. 'of gravel with it, the result of which on the nated face, would have been the same as though that part of the body had been subjected to a terrific eand-blast. The force was great enough to shrade the skin and cause blood to flow quickly and cause blood to flow quickly and cause

ton arose to take the oath of Presidential office in 1789.

— The Chester and Lenoir Railroad have secured the transfer of the right of way through the Town of Lincolnton at a cost of \$250.

— At a late terrible earthquake in ": 9 isle of Ischia, in Italy, 102 budies Lave been recovered from the ruins of the fallen buildings.

— The News and Courier says that the Georgia Historical Society has a drum which was used at the battle of Cowpens, January 17, 1781.

— There have been seventy-two conveyances of real estate entered in the force was great enough to abrade the skin and cause blood to flow quickly

skin and cause blood to flow quickly and copiously.

From Fort Custer to Rock Creek, on the Union Pacific Railroad, is a terrible route to travel in winter. The writer of this article was lost twice, and out all night with the mail carriers, between stations, on places where there was nothing visible but a broad sheet of snow in some places and where the snow was being blown at the rate of from fifty to sixty miles or more an hour in others. The only way the travelers kept alive and kept the stock from freezing, was by moving constantly. moving constantly.

The wild cattle that had been turned

out on the ranges preserved their existence only by running from one hill and valley to another. The principal loss of cattle is in the spring time, when it is a little warm in the middle of the day and extremely cold at night.—New Orleans Times.

The Credit System in the South.

prices from an overruling necessity.

"I Know That."—A London paper has heard of a case where a droll follow named Scrubbs got into a first class railway carriage, before smoking carriages were invented. In the carriage was seated a sour-looking old gentleman, After the train hadstarted, Scrubbs took out his pipe.

took out his pipe,
"You musn't smoke here," at once

January 17, 1781.

— There have been seventy-two conveyances of real extate at the Auditor's office, in Camden, since the 1st of January, 1881.

— A bill has passed the Senate of North Carolina enforcing a tax of \$500 on all persons engaged in employing laborers to leave the State.

— Capt. W. H. Bartless, a successful timber dealer at Hampton, has perfected an arrangement with an immigration agent to have immigrants brought over.

— The Darlington National Bank will be ready to commence business in about thirty days. The County Commissioners' office will be their place of business until January 1, 1882.

— The expenses of Hayes' Louisiana commission remain unpaid. The bill should be presented to Hayes for payment. It amounts to \$3,250.73, chiefly for wine and cigars.

— All males in Greece over twenty-one years of age have been ordered under arms, and they and the Turks are marshaling their forces on the border, ready to begin work any day.

— Taft is proposed for the Postmastership of Charleston; Wilder for that of Columbia; T. B. Johnson for U. S. Marshall; Corbin for District Attorney, by the National Republican Committee.

— The administration of President Hayes has paid off two hundred millions of dollars of the public debt, besides achieving specie payments and refunding more than a thousand millions of dollars at lower rates of interest.

— A considerable amount of the back school debt has been wiped out under the - A considerable amount of the back school debt has been wiped out under the It is about time that southern planter and farmers abandoned the pernicious credit system. In the cotton states par-Bidding Act in Orangeburg County. It is thus that the Democrats are clearing away the Radical school debt, besides ticularly, where it prevails extensively it is the great drawback to their pros running current expenses.

— That General Garfield is a man of perity. However good their crops may be, they find themselves, as a rule, in debt at the end of the year. The profits of their years work go into the pockets of uncommon discernment is shown by a remark he made that "the newspaper correspondents at Washington know more about the public welfare and public the country merchants who furnish them their supplies. As the system is practiced the planter or farmer gives the merchant a lien on his crops to be grown and the merchant, being eccured, furnishes the necessary supplies. There is no agreement about the prices that shall be paid for the supplies, but the merchant is careful to exact interest on the advances which he makes. When the lien is given the planter or farmer is in necessities than the average Congressman."

—"No, I am not worth a million of dollars," said Senator Brown, of Georgia, to an inquirer, "nor is any other man in Georgia, if his debts are all paid. Young man," continued the Senator, looking at him benignly over his spectacles, "a million dollars is a good deal of money."

In the reminiscences of the first lion dollars is a good deal of money."

— In the reminiscences of the first Confederate Tressury clerk, published in the New Orleans Democrat, it is stated that a company from DeKalb County, Ga., commanded by Capt, Geo. W. Lee, was the first organization that reported for duty under the Confederate Government.

- The Directors of Camperdown Mills

relief. A merchant who held a mort-gage on the crops of a farmer foreclosed it. The lower court allowed his bill against the farmer, although it was shown that the prices charged were at least double those charged for the same arti-cles when sold for cash. The case was

ment.

The Directors of Camperdown Mills have made an appropriation of twelvo hundred dollars for the erection of a church on their premises in Greenville, which is to be opened to the denominations of the city. Rev. Landy Wood is looking to that particular field of religious labor.

Twenty or more Democratic members elect to the next Congress have formed a club for the purpose of advancing free trade, or a tariff for revenue only, and making that the objective point in their labors during the next Congress and their battle-cry in the Presidential campaign of 1884.

The stock of the Air Line Road begins to loom up among the phenomenal changes of railroad values in the South. Last summer it went a begging below 30, and now it is quoted at 70. The advance of this stock in the Richmond and Baltimore markets has been steady and well maintained. There is a great future for the Air Line Company, because the country it penetrates is an the langerade. appealed and the supreme court reversed the decision of the lower court. The higher courts aid: "The purchaser was not in a condition to decline the purchase of the supplies on account of the prices charged, and he acquiesced in the ecause the country it penetrates is an was without consideration, and was therefore void." This decision fixes the the up-grade.

— The canal at the State capital is be-

law with respect to such contracts so far as Mississippi is concerned, but there are very few planters or farmers who will risk the expanse and trouble of a law suit to right their wrongs. The thing to do is to get clear of the credit system altogether. How this is to be done is a question that is not free from difficulties. It is certain, however, that before the planters and farmers can have or the people again. A correspondent of the News and Courier says: It is confidently believed that four hundred thousand dollars can be raised this year in the State, which will suffice to enlarge the lower half of the canal and give it for the range of the range and build fifteen thousand horse-power, and build an initial yarn mill of sixteen thousand spindles. Such increase of subscriptions an illitary such increase of subscriptions as might be made toward the capital of a million and a half would be used in building other mills and further improvany real prosperity they must be able to secure their supplies at markets rates. They will never be able to get ahead as long as they are the slaves of the present

building other mills and further improving the property.

— The largest peach orchard in the world is not in Georgia, as the papers have it, but in Chambers County, Alabama, near the Georgia line. It contains 250 acres, and has yielded \$70,000 worth of peaches. It is owned and cultivated by Mr. John Parnell, a cother of the Irish agitator. He came to this country some ten or twelve years are and hought. some ten er twelve years ago and bough some ten or tweive years ago and bought an old and worn-out cotton farm, which he has converted into this immense peach orchard, and is always the first to have early peaches on the market, for which he receives almost fabulous prices. He is gotting immensely wealthy at the bus-iness.—Americus Republican.

"Did I not tell you," said the o.g. again, "thirt you can't smoke here?"

"I know that," gloomily replied Scrubbs, taking out his furse box. He lit a fusee, but now the wrath of the o.g. was dreadful.

"Y u shant smoke here, sir!" he shrieked.

"I know that," added Scrubbs, allowing the fusee to exhaust itself, when he lit another, and another; the ateneh was awful, the smoke suffocating.

The o.g., coughing and spluttering, struggled for words. "You'd better smoke," said he.

"I know that" replied Scrubbs, applaying the blazing fusee to the expectant pipe.